

CLASSIFIED MESSAGE

DATE 0018Z 27 FEB 1963

~~SECRET~~

ROUTING			
1		4	
2		5	
3		6	

TO : DIRECTOR

EO 12958 3.3(b)(1)>25 rs

FROM :

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

ZEIAC

PRIORITY

TOR: 0050Z 27 FEB 1963

IN 67261

TO PRITY

INFO

CITE

8395

OXCAR

NO NIGHT ACTION

1. AIRC 123 MADE FLIGHT 46, 26 FEB 63. ENDURANCE 1 HR 53 MIN. GROSS WEIGHT 90,000 LBS, CG 22 PER CENT. MAXIMUM SPEED M .9, MAXIMUM ALTITUDE 31,000 FT. PILOT JIM EASTHAM. PURPOSE OF FLIGHT: TESTS OF INS AND TYPE II PAYLOAD.

2. INS OPERATED FOR 4 HOURS PRIOR TO TAKE OFF. POWER SWITCH OVER WAS SATISFACTORY AND TAKE OFF WAS SATISFACTORY HOWEVER, 30 SECONDS AFTER TAKE OFF THE RIGHT GENERATOR ~~OUT OUT~~ *malfunctioned* PERMITTING A LARGE VOLTAGE CHANGE WHICH COMPLETELY KNOCKED OUT THE INS AND COMPLETE SAS SYSTEM, FOLLOWED BY LEFT AND RIGHT FUEL PRESSURE WARNING LIGHTS. THE RESET BUTTON WAS PUSHED AND THE SAS AND INS CAME BACK ON, OPERATING ON LEFT GENERATOR, BUT INS WAS COMPLETELY OUT OF SYNCHRONIZATION AND REMAINDER OF TEST WAS WORTHLESS.

3. THE FLIGHT WAS CONTINUED FOR TYPE II TESTS HOWEVER, AND 13 PHOTO RUNS WERE MADE, NINE ON TARGET DISPLAY AND FOUR ON AREA 51. TARGETS WERE APPROACHED FROM SEVERAL HEADINGS INCLUDING 45

APPROVED FOR RELEASE
DATE: AUG 2007

~~SECRET~~

GROUP 1
Excluded from automatic
downgrading and
declassification

SECRET

[] 8395 (IN 67261)

PAGE TWO

DEGREES, 0 DEGREES, 23 DEGREES, 180 DEGREES, AND 170 DEGREES.

CAMERA APPARENTLY WORKED SATISFACTORILY THROUGHOUT FLIGHT. THERE WAS CONSIDERABLE CLOUD COVER BUT PILOT FEELS WE WILL HAVE ADEQUATE PHOTOGRAPHY THROUGH THE HOLES.

4. THE NBR 1 OXYGEN SYSTEM WAS OUT IN 70 MINUTES, AND FLIGHT WAS COMPLETED ON NBR 2 ALONE. THIS WAS ALL AT 31,000 FEET AND BELOW.

5. I BELIEVE THIS GENERATOR PROBLEM IS ALSO A GOOD AGENDA ITEM. WE ARE APPARENTLY MAKING NO PROGRESS.

END OF MESSAGE

SECRET